

## INDUSTRY AND BUSINESS GROUP COMMENTS (IBG)

### IBG1

#### Allen Matkins

Allen Matkins Leck Gamble Mallory & Natsis LLP  
Attorneys at Law  
1900 Main Street, 5<sup>th</sup> Floor | Irvine, CA 92614-7321  
Telephone: 949.553.1313 | Facsimile: 949.553.8354  
www.allenmatkins.com

K. Erik Friess  
E-mail: rfriess@allenmatkins.com  
Direct Dial: 949.851.5478 File Number: 372495-00002/OC959763.03

#### VIA EMAIL (405.DEDCOMMENTS.PARSONS@PARSONS.COM) AND U.S. MAIL

July 17, 2012

Ms. Smita Deshpande  
Caltrans District 12  
2201 Dupont Drive, Suite 200  
Irvine CA, 92612

Re: **San Diego Freeway (I-405) Improvement Project: Comments by  
Fountain Valley Skating Center Concerning Caltrans' May 2012  
Draft EIS/EIR (APN 143-301-33)**

Dear Ms. Deshpande:

This firm represents Fountain Valley Skating Center and R.T.L. Properties, Inc. Fountain Valley Skating Center and R.T.L. Properties operate and own, respectively, the roller skating rink located at 9105 Recreation Circle in Fountain Valley, California. In its draft EIS/EIR for the San Diego Freeway Improvement Project, Caltrans identifies the skating rink property for a full taking in order to widen the mainline freeway and interchanges on I-405 in Orange County. While Fountain Valley Skating Center recognizes the need to reduce congestion and enhance operations on the freeway, it believes the draft EIS/EIR and accompanying Relocation Impact Memorandum fail to properly identify and analyze the significant adverse impacts the project will have, particularly those arising from the demolition of the Center and other nearby businesses. In particular, the conclusion in the draft EIS/EIR and accompanying Relocation Impact Memorandum that there will be "no significant impact to . . . businesses" as a result of the project is simply wrong. Caltrans' CEQA review does not identify or analyze the significant effects that the demolition and/or relocation of these businesses will have on the environment. Fountain Valley Skating Center, Sports Authority, Boomers, and Days Inn Hotel will all be destroyed to make way for the widening. And relocation, particularly for Fountain Valley Skating Center, is very unlikely.

The draft EIR/EIS demonstrates that Caltrans has not fully evaluated the adverse impact of the project on Fountain Valley Skating Center and the other nearby businesses it plans to demolish. First, there are several inaccuracies in its description of the Center. Second, Caltrans identifies three potential relocation sites for the Center: (1) 2020 E. Orangethorpe Avenue in Anaheim; (2) 1141 W. Katella Avenue in Orange; and (3) 16272 Beach Boulevard in Huntington Beach. None of these sites are comparable to the Center's current location. Third, Caltrans has not even addressed how its project affects crucial environmental factors under CEQA.

Los Angeles | Orange County | San Diego | Century City | San Francisco | Walnut Creek

### IBG1 Continued

Allen Matkins Leck Gamble Mallory & Natsis LLP  
Attorneys at Law

Ms. Smita Deshpande  
July 17, 2012  
Page 2

#### Caltrans' Evaluation of Fountain Valley Skating Center's Business and Role in the Community is Incomplete and Inadequate.

To begin, the draft EIS/EIR and accompanying Relocation Impact Memorandum are woefully uninformed about Fountain Valley Skating Center. Even the most basic information is listed incorrectly. Caltrans reports that the Center only employs one to four employees, but it actually currently employs 35 people. Similarly, Caltrans grossly underestimates the Center's annual revenue to be "less than \$500,000," where it far exceeds that figure. Caltrans' description of the Center's business hours is also erroneous; the Center's doors are actually open 80 to 90 hours per week for public skating sessions, lessons, birthday parties, and fundraisers. And while Caltrans mistakenly reports that there are about 15 "skating rinks" in a five-mile radius, Fountain Valley Skating Center is the only roller skating center in that radius; indeed, there are only two full-service skating centers in all of Orange County. A third skating rink, located in Irvine, is an outdoor covered rink that caters specifically to roller hockey teams and leagues, and does not offer public skating sessions, lessons, or space for parties.

Caltrans' description grossly minimizes the size of Fountain Valley Skating Center as well as its significant role in the community. The Center is a family-owned business that has provided a gathering place for local families for over 34 years. Currently, admissions at the Center run between 125,000 to 140,000 people annually, with most visitors being children from the community. Many of these children visit the Center through the local school districts. Since it opened, the Center has forged strong ties with local schools, in part by hosting fundraising parties that have provided needed funds to the schools. It was one of the original businesses on Recreation Circle and, as such, has complemented other recreation facilities in the area, such as the Malibu Grand Prix and Fountain Valley Skateboard Park. This long-standing presence in the community is what has led to the Center's success, with people who visited as children bringing their own children 20 or 30 years later. The numerous misstatements in Caltrans' description of the Center, and its failure to recognize the community impact of the Center, demonstrate that Caltrans must conduct a more thorough investigation before it can make a determination on the impact of its project.

#### None of the Relocation Sites Suggested by Caltrans Would Be Even Remotely Suitable for Fountain Valley Skating Center.

The relocation sites suggested by Caltrans further indicate Caltrans' failure to identify the far-reaching effects of its project. Relocation to the suggested properties would have a significant adverse impact on Fountain Valley Skating Center and its ability to play a strong role in the community. None of the listed properties are for sale; they are only available for rent. And each would require massive improvements to function as a roller skating center. Because roller skating facilities require a unique open-span layout, the supporting poles present in each of the suggested properties would have to be removed, which would require reworking the entire roof support

## IBG1 Continued

Allen Matkins Leck Gamble Mallory & Natsis LLP  
Attorneys at Law

Ms. Smita Deshpande  
July 17, 2012  
Page 3

system. It would be onerous and unreasonable to require Fountain Valley Skating, as a tenant of those properties, to undertake such a construction burden.

Further, each suggested site has several characteristics that would make relocation impractical. The first listed property, 2020 E. Orangethorpe Avenue in Anaheim, is in an industrial neighborhood, a location that is incompatible with the needs of a family-oriented recreation facility that relies on nearby residences and schools for business. That property is also 14.2 miles (driving) from the Center's current location, making it too far from the Center's existing customer base. Additionally, the property does not have adequate parking spaces or sufficient power capacity. The second listed property, 1141 W. Katella Avenue in Orange, is similarly unsuitable. The facility is too small to house a roller skating rink and accompanying operations. And at 12.57 miles (driving) from the Center's current location, not only is the suggested property too far from the existing customer base, it is also around the corner from the Center's only competitor in Orange County. And the property is also not visible from the freeway, denying the Center its current ability to market its business through signage and advertisements visible from the freeway. The third listed property, 16272 Beach Boulevard in Huntington Beach, also cannot be utilized as a relocation site. In addition to the massive construction undertaking that would be required for use, the property is also without freeway frontage.

**Caltrans Has Failed to Conduct Any Analysis of Several Environmental Factors Under CEQA.**

The incorrect and insufficient analysis of Fountain Valley Skating Center's business in the Relocation Impact Memorandum, along with Caltrans' suggestion of relocation properties that are completely inappropriate for a roller skating rink, indicate that Caltrans fails to understand the Center's current operations, future growth opportunities, and continued ties to the community. By downplaying the significance of the Center, and characterizing it as being only a fraction of its actual size, Caltrans has overlooked the impact Caltrans' project will have on the environment under several CEQA factors.

CEQA requires Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. The draft EIS/EIR has simply ignored that the demolition and/or relocation of the Center and other nearby businesses will have significant impacts on the environment. For example, if the Center is relocated, this will result in increased traffic by its customers to the new location, which may be much further from the customers' homes. And if the Center cannot open a new facility, its customers may create traffic in visiting the Center's only competitor. If there is only one full-service skating center in Orange County, this will result in congestion and pollution in that area. However, in its analysis of the CEQA factors relevant to this issue—air quality and transport and traffic—Caltrans does not even discuss Fountain Valley Skating Center. Caltrans also fails to discuss how the proposed demolition

## IBG1 Continued

Allen Matkins Leck Gamble Mallory & Natsis LLP  
Attorneys at Law

Ms. Smita Deshpande  
July 17, 2012  
Page 4

and/or relocation of the Center, Sports Authority, Boomers, and Days Inn Hotel, in the aggregate, will affect these factors.

Similarly, Caltrans does not address whether the proposed demolition and/or relocation of the Center and nearby businesses will interfere with any land use restrictions or will create excessive noise levels, both of which are factors under CEQA. The demolition and/or relocation of Fountain Valley Skating Center, a recreation facility, will also implicate the CEQA factor concerning parks and recreation. This is especially true when the effect of the project on Fountain Valley Skating Center is considered along with the demolition and/or relocation of other businesses identified for acquisition, two of which—Boomers and Sports Authority, also promote recreation activities in the area.

Further, Caltrans only requires parts of the properties of the Center and nearby businesses for the freeway expansion, but it has not provided any explanation of its plans for the excess land on these properties. If there is redevelopment of this excess land, it will impact the environment under several CEQA factors, including air quality, land use and planning, noise, air quality, and transportation and traffic. Caltrans also does not address whether this excess land could be used to mitigate the impact of the project on the Center and nearby businesses, by, for example, relocating the Center to a new building on the excess land.

Additionally, the draft EIS/EIR's analysis of the necessity of the acquisition of the Center and nearby businesses is insufficient. The Center understands that the acquisition of its property is needed specifically due to the braided structure of the proposed ramps at Warner Avenue and Magnolia Street. But this is the only location in which such a braided structure is proposed—is the braided structure so necessary at this location so as to outweigh the significant impact of the demolition and/or relocation of the Center and nearby businesses? And the draft EIS/EIR does not say why the braided structure is necessary at these locations but not others, or how the structure will increase traffic flow if it is placed only in this location, rather than at each newly constructed ramp.

In sum, Caltrans' analysis has failed to consider the environmental impacts of the demolition and/or relocation of Fountain Valley Skating Center. The Center requests that Caltrans fully evaluate all of these impacts. We also respectfully request that this letter be made a part of the administrative record for San Diego Freeway (I-405) Improvement Project.


**IBG1 Continued**

Allen Matkins Leck Gamble Mallory & Natsis LLP  
Attorneys at Law

Ms. Smita Deshpande  
July 17, 2012  
Page 5

Thank you for the opportunity to provide these comments on the draft EIS/EIR. Please contact me if you have any questions.

Very truly yours,



K. Erik Friess

KEF:nv

**IBG1 Continued**

Allen Matkins Leck Gamble Mallory & Natsis LLP  
Attorneys at Law

Ms. Smita Deshpande  
July 17, 2012  
Page 6

cc: Niall Barrett, Orange County Transportation Authority  
Christina Byrne, Orange County Transportation Authority

## IBG2



July 13, 2012

Smita Deshpande  
Branch Chief - Caltrans District 12  
"Attn: 405 DEIR / DEIS Comment Period"  
2701 Dupont Drive  
Suite 200, Irvine, CA 92612

RE: I-405 Improvement Project

Dear Ms. Deshpande:

Orange County Transportation Authority (OCTA) and Caltrans are about to make one of the most critical decisions that can be made relative to transportation and maintaining mobility in northwest Orange County. The I-405 Improvement Project is a significant transportation milestone for the county, and will be the largest capital improvement project to date. This decision should be based on selecting the best transportation alternative, one that delivers on the promises made to the voters of the Renewed Measure M (M2), and balances out the long term needs of the corridor while minimizing impacts.

The American Council of Engineering Companies-Orange County Chapter (ACEC-OC) offers our support for the I-405 Improvement Project. Based on the discussion points presented below, Alternative 3: Express Lane Alternative provides the best transportation solution for the commuters in northwest Orange County and is the best decision for the transportation future in this county.

**Delivering on Promises Made to the Voters:** All three build alternatives deliver at least one general purpose lane in each direction, meeting the commitment made to the voters as part of M2.

**The Best Transportation Solution:** The best transportation solution is one that maximizes corridor throughput, improves trip reliability, and optimizes operations. All three build alternatives increase throughput. However, Alternative 3: Express Lane Alternative provides the best solution based on the information available at the public hearings. It provides the greatest throughput at 9,500 vehicles per hour at peak; 2,300 more vehicles per hour than Alternative 1. An express facility gives drivers a choice for trip reliability and provides the best long term transportation solution to meet our growing transportation needs.

**OCTA and Caltrans have been Respectful to Adjacent Properties:** The original Major Investment Study prepared in 2006 impacted hundreds of homes and businesses. OCTA and Caltrans have worked for several years to develop solutions that balance the needs to minimize congestion and increase throughput, while minimizing impacts to the adjacent communities. The footprint for all three build alternatives is sensitive to the communities, and requires no full residential takes. Both OCTA and Caltrans should be recognized for this great accomplishment.

**Financial Feasibility:** \$1.3 billion is required to pay for the addition of a single general purpose lane in each direction, which will meet M2 promises using M2 and other sources of funding. This single general purpose lane and associated cost exists for all three alternatives. Alternative 2 provides an additional general purpose lane, but has a funding shortfall of \$100 million. Alternative 3 provides an additional 2,300 vehicles per hour in throughput, via a two-lane express facility, and pays for the additional project costs while bringing a potential

ACEC-OC  
360 E. 1<sup>st</sup> Street, #914  
Tustin California 92780  
714.832.5741 office ~ 714.836.1614 fax  
www.acec-oc.org

## IBG2 Continued

ACEC-OC  
Page 2 of 2

surplus of \$1.8 billion in excess toll revenues. Financially, Alternative 3 provides the most return on investment, as it pays for the additional project construction and O&M costs, while potentially providing revenues for additional future transportation congestion relief projects generally within the I-405 corridor.

**A Recent Study of Express Lanes:** A recent study conducted on the SR-91 Express Lanes and I-15 Managed Lanes of 800 regular users suggests that, "it is a good idea to have a time saving alternative." Three-quarters of the sample survey rarely used the priced lanes. Drivers viewed the managed lane as a new option or a new choice, that provides a critical "escape valve" when they really needed it. Most used the paid lanes only occasionally, but like having the "time-saving alternative".

The critical process of selecting the Preferred Alternative will have a long lasting impact on Orange County commuters. The choice made today, through the environmental process, will result in the facility that we use for many decades, with little opportunity for additional improvements in the future. The Preferred Alternative should meet the criteria stated above, provide time sensitive travel choices, be financially and cost effective, and allow the M2 taxpayers to realize the highest return on their investment.

As professionals who are experts in transportation planning and engineering, we respect the environmental process and appreciate that we have a voice in this decision. This solution will also prepare Orange County for the continued population growth and increase in transportation over the next 20 years. By moving forward with this project at this time, it will provide a positive impact on the Orange County economy by providing numerous jobs lost in the construction industry since 2007. We urge you to consider our comments and make the right choice for the future of this very important northwest Orange County corridor.

The American Council of Engineering Companies-Orange County Chapter (ACEC-OC) offers our support for Alternative 3: Express Lane Alternative, for the I-405 Improvement Project and we are here to further support OCTA and Caltrans as this project advances into design and construction.

ACEC-OC is a 50-year old non-profit organization made up of private sector professional engineers and land surveying firms. Statewide we represent over 1,100 engineering and surveying firms and approximately 23,000 professionals. In Orange County we represent 75 firms and approximately 2,400 professionals. Our membership provides services for all phases of planning, design and construction projects. These services include civil, structural, geotechnical, electrical, mechanical engineering and land surveying for primary and secondary infrastructure projects in the public and private sector.

Sincerely,

Donald G. Archer, PE  
ACEC-OC President

cc: Mr. Will Kempton, CEO, Orange County Transportation Authority

ACEC-OC  
360 E. 1<sup>st</sup> Street, #914  
Tustin California 92780  
714.832.5741 office ~ 714.836.1614 fax  
www.acec-oc.org

IBG3

IBG3 Continued



Automobile Club of Southern California

AAA.com

July 12, 2012

Smita Deshpande  
Branch Chief, Caltrans District 12  
Attn: 405 DEIR/DEIS Comment Period  
2201 Dupont Drive, Suite 200  
Irvine, CA 92612

**Subject: DEIR/DEIS for I-405 improvements between SR-73 and I-605 in Orange County**

Dear Ms. Deshpande:

The Automobile Club of Southern California (AAA) strongly supports Alternative 3 for improving the I-405 freeway between SR-73 and I-605. This project is critical for sustaining and improving mobility and economic vitality in the area. And widening I-405 was included in, approved by, and promised to voters in Measure "M2" in 2006.

Alternative 3 best meets the long-term mobility needs of the region by providing four additional travel lanes for the full length of this extremely congested corridor. And the project, by including tolled express lanes, also provides the financing needed to complete funding for the improvements many years earlier than would otherwise be possible. Alternative 3 will cost 21% more and take three months longer to construct than Alternative 2, yet it will deliver far greater capacity, mobility, and connectivity benefits for decades to come.

We are aware that concerns have been expressed about Alternative 3. These short-term concerns should be appropriately addressed, but they should not be used as an excuse to deprive Orange County of the substantial long-term benefits of Alternative 3.

Alternative 1 would satisfy the minimum capacity enhancements included in M2 for the freeway by adding one general purpose lane in each direction from Euclid to I-605. By investing just 8% more and three more months of construction time the increased capacity can be doubled with Alternative 2, which would add two general purpose lanes in each direction. However, there is not enough funding for a decade or more to complete either of these alternatives. Waiting will result in substantial cost increases for any option. Alternative 3 extends the full four-lane widening of Alternative 2 south to SR-73 (thereby providing the greatest long-term mobility benefits and

Administrative Offices: (P.O. Box 2500), Santa Ana, CA 92709-5001 Headquarters: 2601 S. Figueroa, Los Angeles, CA 90027-3294

Auto Club Enterprises provides service to more than 13 million members



We're always with you.®

Page 2

congestion reduction) and it provides express lane toll revenue to build the project much sooner and at lower cost than waiting for uncertain federal or state funds that may or may not materialize.

If Alternative 3 is selected, tolls on the express lanes must be fair, reasonable, and designed to appropriately maintain travel speeds on the new premium-service lanes and not to generate excessive revenues. Toll revenues should only be used to benefit those paying the tolls, primarily by paying for the construction and financing costs for the of I-405 improvements.

If excess revenue is available after construction and financing costs are covered (beyond those provided by M2), then any extra funds must only be used to pay for capital projects that will provide clear and proportional benefits to drivers in the I-405 corridor meeting the following criteria.

1. Capital cost of improvements to Orange County freeways that connect to I-405
2. Capital cost of city arterial improvements within 5 miles (2.5 miles on either side) of I-405 from I-605 to SR-73
3. Capital costs (not including operating costs) for public transit facilities and equipment providing service within 5 miles (2.5 miles on either side) of this segment of I-405

The use of any excess revenue must be fully protected in perpetuity with adequate safeguards against misuse or diversion. The criteria above must be adopted in a legally binding manner as part of the mitigation measures of the final EIR/EIS for the project, fully protecting any excess toll revenues from potential misuse or diversion in the future.

The question of charging tolls for carpools to use the new express lanes also needs to be carefully considered. The substantial improvement and increased capacity of Alternative 3 will reduce congestion and improve mobility for all drivers on I-405. However, there is a proposal to charge carpools a toll to use the express lanes during peak hours. The impact of such a policy on carpooling and traffic in the general purpose lanes is not known. These issues need to be studied and toll policies set and changed over time to maximize mobility in the corridor and ensure there are no negative impacts on general purpose lanes or parallel streets.

For more than a century the Auto Club has been an advocate for better mobility and improved traffic safety. The Auto Club has more than 6 million members in Southern California and over one million members in 62% of Orange County households. In addition, the Auto Club's administrative office – with 3,300 employees – is close to I-405 and our employees rely on it for daily commuting.

Thank you for the opportunity to review the draft DEIR/DEIS. We look forward to discussing our comments with you.

Sincerely,

*Hamid R. Bahadori*

Hamid Bahadori  
Manager, Transportation Policy and Programs

C: OCTA Board of Directors  
Will Kempton, OCTA CEO

## IBG4



July 17, 2012

Ms. Smita Deshpande, Branch Chief  
Caltrans – District 12  
Attn: 405 DEIR-DEIS Comment Period  
2201 Dupont Drive, Suite 200  
Irvine, CA 92612

**Re: I-405 Improvement Project**  
**18349, 18361 & 18375 Euclid Street, Fountain Valley, CA**

Dear Ms. Deshpande:

This letter is written by *Barnard Ventures, LLC* as the authorized agent of *18349 Euclid Street, LLC* who is the owner of the above referenced property. This letter constitutes our protest of the proposed I-405 Improvement Project and its adverse impacts to the above noted property.

The negative impacts to the property are as follows:

**During construction negative impacts:**

- Impaired access to the site which reduces customer traffic, decreasing sales and causing loss of rent.
- Vehicle turning movement restrictions on Euclid Street reduces customer traffic, decreasing sales and causing loss of rent.
- Rate of travel on Euclid Street will be reduced, resulting in congestion that deters customers from shopping at the property and causing loss of rent.
- Traffic congestion due to changing and varied traffic control measures that deters shoppers from visiting the businesses, causing loss of rent.
- The Temporary Construction Easement would reduce the amount of customer parking stalls available, thereby reducing shoppers and causing loss of rent.
- The loss of landscape areas due to the Temporary Construction Easement would adversely impact the shopping experience of our tenant's customers, which reduces sales and causes loss of rent.
- Loss of business to our tenants and the loss of rents thereof.

1

## IBG4 Continued

Ms. Smita Deshpande, Branch Chief  
July 17, 2012  
Page 2

**Permanent negative impacts:**

- The proposed project reduces the visibility of the property's 60 foot tall freeway pylon sign. This sign, which was previously approved by the city with a provision for a wireless cell phone antenna, is a critical visual connection to the business in not only the subject property, but also the two buildings to the north who also have rights to the sign faces.
- Permanent sound and visual impacts to the property from additional freeway traffic and freeway proximity to the site.
- Visibility to the businesses at these addresses would be adversely impacted from both northbound and southbound lanes.

2

The negative impacts noted above will have great adverse impact on both current and future business owners located at 18349, 18361 and 18375 Euclid Street. The two other properties to the north of the subject property share rights to the 60 foot pylon sign, and they too will be impacted.

If the Proposed I-405 Improvement Project is approved, we encourage Caltrans to consider the alternative with the least possible impact to the adjacent right of way of the property located at 18349, 18361 and 18375 Euclid Street, Fountain Valley, CA. We also suggest that Caltrans consider the most expeditious methods of construction to complete the work as quickly as possible, including the use of design-build delivery.

3

Thank you for your attention regarding this important matter.

Sincerely,

Kristi Pippas  
Real Estate Manager

cc: Paul Neff  
18349 Euclid Street, LLC  
14 Corporate Plaza Drive, Suite 200  
Newport Beach, CA 92660

Shelly Ward  
18349 Euclid Street, LLC  
1001 Dove Street, Suite 195  
Newport Beach, CA 92660

IBG5

IBG5 Continued

C.J. SEGERSTROM & SONS

3315 Fairview Road • Costa Mesa, California 92626  
Telephone (714) 546-0110

Mr. Glaab and Honorable Board Members  
Page Two  
July 17, 2012

July 17, 2012

Mr. Paul Glaab, Chairman, Board of Directors  
Members of Board of Directors  
Orange County Transportation Authority  
P.O. Box 14184  
Orange, CA 92863-1584

SUBJECT: I-405 IMPROVEMENT PROJECT – ALTERNATIVE #3

Dear Chairman Glaab and Honorable Board Members:

On behalf of C.J. Segerstrom & Sons (CJS) and South Coast Plaza (SCP) I would like to thank Orange County Transportation Authority (OCTA) staff for their outreach to community stakeholders related to the proposed San Diego Freeway (Interstate 405) Improvement Project. The Segerstrom Family and their affiliated companies have a long history supporting transportation solutions in Orange County. We understand how critically important a reliable transportation infrastructure system is to both the residents and businesses in our region. To that end, we provided leadership and support for both Measure M and Measure M2 in an effort to avoid a neglected transportation network, such as those in other major metropolitan areas.

While we support OCTA's mission and stated goals related to the I-405 Improvement Project (Project), especially in relation to increased throughput, Alternative #3 also has areas of significant concern that will need to be addressed if OCTA elects to move forward with this option. The primary impacts of Alternative #3 that will need to be addressed are listed below:

Southbound I-405 HOT Lane Vehicle Access to South Coast Plaza

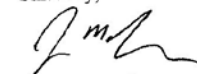
- South Coast Plaza receives approximately 24 million annual visitors and many from outside of Costa Mesa and Orange County. The proposed High Occupancy Toll (HOT) lanes create a physical barrier for vehicles to merge (with the goal of exiting the freeway) out of the HOT lanes and have the potential to disrupt out-of-area drivers by forcing them to deviate from the "normal" exiting pattern to SCP. The last proposed egress in the southbound HOT lanes is set near the Warner/Magnolia exits. This is an unnatural merge point for vehicles traveling to SCP, creating disorder and sense of confusion, as they prepare to exit at the Bristol Street off-ramp. Today, at least two HOV egress points provide drivers a significantly easier merge toward exiting at Bristol and they will no longer be options once the HOT channelizers are installed. A potential solution to this problem would be the addition of signage for SCP at no less than three strategic locations in the HOT lanes along I-405 South. *We request that OCTA include improved SCP signage in their final plans and design.*

- The first location would be approximately a mile from the proposed Warner/Magnolia egress. The purpose of this signage is to alert vehicles that they may want to exit the HOT lanes at Warner/Magnolia to begin their merge toward exiting I-405 for SCP at the Bristol Street exit.
- The second sign for SCP would be immediately at the egress opening at Warner/Magnolia.
- The third sign for SCP would be at the southbound terminus of the HOT lanes. The intent of this sign is to alert drivers that they have less than a mile to merge and exit at Bristol Street for SCP.

- The third sign at the terminus of the southbound I-405 HOT lanes highlights another area of significant concern for our customers and their drive to SCP. We are concerned that the *distance from the terminus of the southbound HOT lanes and the Bristol Street exit is too short* a distance to allow for a safe and stress-free exit for drivers in the right/inside HOT lane. This safety issue will need to be addressed before the project moves forward.

Thank you for taking the time to consider the areas of concern described in this letter. It is our belief that Alternative #3 as currently designed will likely have a disruptive impact on our business operations. We look forward to working with you to resolve these matters before the final design is approved by the OCTA Board of Directors and definitely before construction commences. As always, we look forward to working with you in an effort to build a better transportation infrastructure for Orange County.

Sincerely,

  
Justin McCusker

cc: Will Kempton, CEO, OCTA

## IBG6



July 16, 2012

Mayor Eric Bever  
Costa Mesa City Council  
77 Fair Drive  
Costa Mesa, CA 92626

RE: I-405 Improvement Project

Dear Mayor Bever and City Council Members:

On behalf of the Board of Directors of the Costa Mesa Chamber of Commerce I felt it time that we weigh in on the various alternatives being considered for the widening of I-405. A representative of the Chamber has been following this issue for the last two years. So, the opinion reached is after considerable deliberation. It also reflects a business perspective as to the impacts that any widening will have on local commerce in both the near term and in the long term.

Commerce within any urban area relies heavily on a reliable transportation network, and as a Chamber of Commerce, we support OCTA's efforts to improve mobility along and around the San Diego Freeway corridor, including within the City of Costa Mesa, through the study of the three "build" alternatives now being considered as part of the I-405 Freeway Improvement Project. Over the last 20 years, and in partnership with OCTA, our city has been quite proactive in pursuing and implementing I-405 mainline, SR-73 confluence, and freeway interchange/ramping improvements well in advance of the passage of Measure M2, which brought new focus to the I-405 corridor. We believe the citizens of Orange County have benefited greatly from Costa Mesa's leadership aided by the investment and cooperation of local development interests.

Our review of the technical documents causes us to clearly prefer Alternative 2 over the "solution set" of Alternative 1. Additionally, and recognizing our City Council's position to the contrary, we do conclude that the Alternative 3 project could indeed offer mobility enhancements and choices that would benefit our city in the years leading up to the Year 2040 horizon of the study documentation. But we also recognize and echo the concerns of our community as to the short and long term construction impacts of Alternative 3. That alternative may involve "too much, too soon" on the heels of recent construction activities within the I-405 corridor area of our city. We understand the frustration and opposition especially from residents living near the I-405.

1700 Adams Avenue, Suite 101 • Costa Mesa, CA 92626 • (714) 885-9090 • FAX (714) 885-9094 • [www.costamesachamber.com](http://www.costamesachamber.com)

## IBG6 Continued

page 2

Ultimately, however, we are concerned that Alternative 2 may not offer long term mobility within our city at a level in keeping with our prior efforts to facilitate and implement improvements to "our" portion of I-405. On that basis, we ask the Costa Mesa City Council to encourage OCTA to consider other possible solutions beyond Alternatives 2 or 3 as now explicitly defined, to include design refinements and/or construction staging strategies to reduce impacts, with or without a toll road element, and that will assure the County's standing as an environment with both enviable commerce and efficient circulation.

The Chamber applauds Costa Mesa's initiative over the years to improve traffic circulation along I-405 and within its boundaries, but caution against summarily dismissing an opportunity to reach a consensus on an alternative that might better provide for better long term local and regional traffic circulation than would be gained through Alternative 2.

Sincerely,

Ed Fawcett  
President/CEO

cc: Ms. Smita Deshpande, Caltrans - District 12

IBG7

From: Henry Michaels [Henry\_Michaels@elwyn.org]  
Sent: Monday, July 16, 2012 1:14 PM  
To: Parsons, 405.dedcomments  
Cc: Henry Michaels  
Subject: Comments on 404 Improvement Projects

To whom it may concern,

Elwyn California serves over 200 individuals with developmental disabilities in the Orange County area. Many of them attend our facility at 18325 Mt. Baldy Circle in Fountain Valley on a daily basis taking ACCESS transportation. As our disabled clients (many severely) need to stand outside and wait for their ACCESS pick up, I wish to ensure steps will be taken to ensure their pick up times will not be seriously delayed. I understand during the construction process that traffic patterns may change in our area. I've already expressed to OCTA representatives that I would hope alternatives routes would be explored by the ACCESS busses to avoid any traffic congested areas that may ensure prompt pick up and drop offs of Elwyn clients. Our client arrival time in the morning is between 8:00 a.m. and 8:30 p.m. Afternoon pick ups are 4:00 p.m. to 4:30 p.m. If there is anything further we need to do or be aware of in this process, please let me know. Thank you.

*Henry J. Michaels*

Henry J. Michaels  
Director, Orange County Programs

18325 Mt. Baldy Circle  
Fountain Valley, CA 92708  
(714) 557-6313, Ext. 38222  
(714) 887-0155, (FAX)



IBG8

May 29, 2012

Smita Deshpande  
Branch Chief Caltrans – District 12  
Attn: 405 DEIR/DEIS Comment Period  
2201 Dupont Drive, Suite 200  
Irvine, CA 92612

**Subject: Comments on the DEIR/DEIS for the San Diego Freeway (I-405) Improvement Project**

Dear Ms. Deshpande:

Thank you for the opportunity to review the Draft Environmental Impact Report (DEIR) and Draft Environmental Impact Statement (DEIS) for the San Diego Freeway (I-405) Improvement Project. As noted in the project description, the California Department of Transportation (Caltrans), in cooperation with the Orange County Transportation Authority (OCTA), proposes to increase capacity, improve traffic and interchange operations, and enhance safety by widening the segment of I-405 from SR-73 to I-605 in Orange County.

In reviewing the draft documents, John Wayne Airport (JWA) is located to the south, and just outside of the I-405 Project Study Area and therefore the airport has no comment on the proposed project at this time.

Thank you for the opportunity to comment on the DEIR/DEIS. Please feel free to contact me at (949) 252-5284 or via email at [krigoni@ocair.com](mailto:krigoni@ocair.com) should any questions arise.

Sincerely,

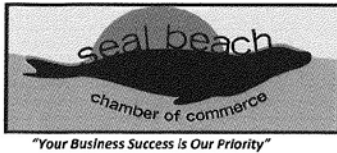
Kari A. Rigoni  
Planning Manager, JWA

cc: Alan Murphy  
Larry Serafini

3160 Airway Avenue  
Costa Mesa, CA  
92626-4608  
949.252.5171  
949.252.5176 fax  
[www.ocair.com](http://www.ocair.com)



## IBG9



July 17, 2012

Orange County Transportation Authority  
c/o Paul Glaab  
550 S. Main Street  
Orange, CA 92863-1584

Subject: 1-405 Widening Project

To Mr. Glabb:

The Seal Beach Chamber of Commerce has serious concerns over this project. While we appreciate the effort that has gone into devising alternatives as listed in the Environmental Impact Report / Environmental Impact Statement (EIR/EIS), we feel that solutions to ease our concerns have not been reached.

We agree with the Seal Beach City Council that the main concerns expressed by residents of Seal Beach are:

- 1) Retention of the existing sound wall in the current location
- 2) Increased traffic congestion along the 1-405 freeway, including northbound bottleneck resulting from required lane merging before the LA Count line; and
- 3) Air quality, public health concerns, and safety issues; and
- 4) Creation of a toll road (Alternative 3)

We find particularly onerous the proposed "one tolled Express Lane in each direction between State Route 73 (SR-73) and State Route 22 (SR-22) east of 1-405 to be managed jointly as a tolled Express Facility with two lanes in each direction between SR-73 and 1-605. The tolled Express Facility would operate so that HOV2s would be tolled and HOV3+ would either be free or receive a discount."

We would like to go on record that we are categorically opposed to the creation of a toll road (Alternative 3) as we believe the consequences of this plan have not been adequately studied and furthermore, it is not in the best interests not only of the citizens of Seal Beach but also of the surrounding communities.

Sincerely,

Nat Ferguson  
President

## IBG10

**From:** Stephen Thorp [sthorp@burnhamusa.com]  
**Sent:** Tuesday, July 17, 2012 10:29 PM  
**To:** Parsons, 405.dedcomments  
**Cc:** JAmante@tustinca.org; Bates, Pat; Campbell, Bill; itycouncil@cityoforange.org; FVProud@FountainValley.org; mayor@garden-grove.org; CityManager@anaheim.net; hansen@surfcity-hb.org; council@cityoflagunahill.org; Wendy Knowles; 2, District, Adams, Audra; Nguyen, Janet; mpulido@santa-ana.org; Elizabeth Wade; Laurena Weinert  
**Subject:** San Diego Freeway (I-405) Improvement Project - opposition to Alternative #3

July 17, 2012

Mrs. Smita Deshpande  
Caltrans, District 12  
2201 Dupont Drive, Suite 200  
Irvine, CA 92612

**RE: San Diego Freeway (I-405) Improvement Project  
Objection to Alternative #3**

Dear Smita,

As means of a brief introduction, we are the owners of the South Coast Collection shopping center which is located at the northwest corner of Hyland Avenue and the San Diego Freeway (I-405), in Costa Mesa, just a block west of the Harbor Blvd. off ramp. Over the course of the past few months we have taken considerable time to carefully consider all of the Alternatives in relation to the San Diego Freeway (I-405) Improvement Project. Without prejudice, we absorbed all of the information that was made available in connection with the project, and we have had the opportunity to meet with both Mr. Niall Barrett and Mrs. Christina Byrne. Notwithstanding the aforementioned, this letter shall serve as our formal opposition to the Caltrans Revised Alternative #3 for the San Diego Freeway (I-405) Improvement Project.

For the most part, Alternative #1 and Alternative #2 seem to address the real concerns of improving traffic flows on the San Diego Freeway (I-405). Many of your studies have identified the bottleneck created by the reduction of lanes in Fountain Valley as one of the primary factors contributing to the traffic problems that Caltrans is seeking to mitigate. Both Alternative #1 and Alternative #2 are adequate solutions that we support as they do not have a significant impact on our property.

However, Alternative #3 does have a significant impact on our property. Since acquiring South Coast Collection (300,000 square foot shopping center) in 2009, we have invested millions of dollars improving the once-failed project and spent endless hours over the past three years bringing new tenants to the project. While the economy continues to be in a state of flux, we are constantly working with our tenants to assist them in getting traction during these difficult economic times. It is a delicate balancing act that requires a tremendous amount of resources – the slightest challenge imposed on our property would certainly compromise the project. The potential failure of the project would cause hundreds of jobs to be lost which would affect families throughout Orange County.

We would like to set forth some of our objections to the proposed Alternative #3.

- 1) **Construction to the Harbor Blvd. on/off ramps.** The modification to the Harbor Blvd. on/off ramps will cause delays in patrons arriving and departing from South Coast Collection as it is the main on/off ramp used for access from the San Diego Freeway (I-405). We understand that the construction time frame on the Harbor Blvd. ramps would last approximately 18 months. During

IBG10 Continued

that time, it is without question that South Coast Collection would have impaired ingress and egress, thus resulting in reduced visits by patrons to the property.

2) **HOT lane locks traffic in at Warner Avenue (southbound) and Bristol Street (northbound) with no opportunity to exit at Harbor Blvd.** Prospective patrons visiting South Coast Collection that utilize the HOT lanes will be precluded from exiting the HOT lane at Harbor Blvd. The result will be patrons missing the Harbor Blvd. exit and not returning to the property.

3) **Construction on the Hyland Avenue (Harbor northbound ramp) on ramp.** The modification to the on ramp at Hyland Avenue will be moved onto our property which will cause a diminution of value to our property. Additionally, the relocation of the on ramp onto our property will cause our newly installed LED reader-board/pylon sign to potentially fall within the modified right-of-way thus compromising the value of the asset.

4) **Sustained impacts on quality of life.** South Coast Collection, its tenants and their respective employees, its patrons, etc., will have to suffer through years of construction related impacts – the noise, dust, pollution, and delays in travel times all adversely impact South Coast Collection.

While the matters mentioned above do not represent a comprehensive list of impacts Alternative #3 will have on South Coast Collection, it is a brief list that accurately reflects several matters that will have an adverse affect to our project, its tenants and its patrons. A loss in retail sales at South Coast Collection will compromise the viability of our tenants, and at this point, it is avoidable so long as Alternative #3 is removed from consideration.

Smita, with all due respect, it is totally irresponsible for Caltrans to even consider Alternative #3. Of the three Alternatives, Alternative #3 has the most significant impacts on quality of life, property rights, etc., yet it does not create a substantially better result than that of Alternative #2. We are in support of either Alternative #1 or Alternative #2, but we vehemently oppose Alternative #3.

Thank you for your time and your understanding. Should you have any questions, please feel free to call anyone of us at anytime.

Sincerely,

SOUTH COAST COLLECTION

Scott T. Burnham, Bryon C. Ward, and Stephen K. Thorp

cc via e-mail:

Jerry Amante: [JAmante@tustinca.org](mailto:JAmante@tustinca.org)  
Patricia Bates: [PatBates@ocgov.com](mailto:PatBates@ocgov.com)  
Bill Campbell: [Bill.Campbell@ocgov.com](mailto:Bill.Campbell@ocgov.com)  
Carolyn V. Cavecche: [citycouncil@cityoforange.org](mailto:citycouncil@cityoforange.org)  
Larry Crandall: [FVProud@FountainValley.org](mailto:FVProud@FountainValley.org)  
William J. Dalton: [mayor@garden-grove.org](mailto:mayor@garden-grove.org)  
Lorri Galloway: [CityManager@anaheim.net](mailto:CityManager@anaheim.net)  
Paul Glaab: [council@cityoflagunahiguera.org](mailto:council@cityoflagunahiguera.org)  
Don Hansen: [dhansen@surfcity-hb.org](mailto:dhansen@surfcity-hb.org)  
Wendy Knowles: [wknowles@octa.net](mailto:wknowles@octa.net)  
John Moorlach: [district2@ocgov.com](mailto:district2@ocgov.com)  
Shawn Nelson: [audra.adams@ocgov.com](mailto:audra.adams@ocgov.com)  
Janet Nguyen: [Janet.Nguyen@ocgov.com](mailto:Janet.Nguyen@ocgov.com)  
Miguel Pulido: [mpulido@santa-ana.org](mailto:mpulido@santa-ana.org)

2

IBG10 Continued

Elizabeth Wade: [ewade@octa.net](mailto:ewade@octa.net)  
Laurena Weinert: [lweinert@octa.net](mailto:lweinert@octa.net)

\*\*\* PLEASE NOTE: We have moved to Suite #200. \*\*\*

Stephen K. Thorp  
Executive Vice President  
**Burnham USA Equities, Inc.**  
1100 Newport Center Drive, Suite #200  
Newport Beach, CA 92660  
Main: (949) 760-9150  
Fax: (949) 760-0430  
e-mail: [sthorp@burnhamusa.com](mailto:sthorp@burnhamusa.com)

This electronic transmission, and any documents attached hereto, (a) are protected by the Electronic Communications Privacy Act (18 USC §§ 2510-2591), (b) may contain confidential information, and (c) are for the sole use of the intended recipient named above. If you have received this electronic message in error, please notify the sender and delete the electronic message. Any disclosure, copying, distribution, or use of the contents of the information received in error is strictly prohibited.

It is understood that this email and any response hereto or any oral or written communication or any document which may be sent by or on behalf of either party to the other shall not have any binding effect on either party. Further, such understanding shall nullify any claim that either party or its representatives or agents is obligated to perform any act or expend time, money or effort based on this communication.

3

**IBG11**

**From:** Skip Wilson/Gerry Giannini [gerral@att.net]  
**Sent:** Tuesday, June 19, 2012 3:51 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** YES ON OPTION THREE

We are a real-estate and property management company in Orange County.

YES on Option Three is the forward thinking option to implement for the 405. The most important aspect to consider is that this Option is good for ALL OF THE PEOPLE of LA, Orange and San Diego Counties. The select few who oppose the Option are NOT the majority. Enough of "NOT IN MY BACK YARD". Life is full of inconveniences, move forward, not backward.

Respectfully,

R. P. "Skip" Wilson, Jr.  
Gerald A. "Gerry" Giannini  
THE GERRAL GROUP  
SEVILLE PROPERTIES  
California D.R.E. No. 00449831  
[gerral@att.net](mailto:gerral@att.net) - Primary e-mail  
[gerral.wg@gmail.com](mailto:gerral.wg@gmail.com) - Secondary e-mail

1

## **RESPONSE TO INDUSTRY AND BUSINESS GROUP COMMENTS (IBG)**

### **Response to Comment Letter IBG1**

#### **Comment IBG1-1**

Caltrans and OCTA thank Allen Matkins Leck Gamble Mallory & Natsis LLP for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. Allen Matkins Leck Gamble Mallory & Natsis LLP will be notified when the Final EIR/EIS is available for review.

The build alternatives would all require full acquisition of the properties where Sports Authority, Days Inn, and Fountain Valley Skating Center are located, along with partial acquisition of the property where Boomers is located on the south side of I-405, between Magnolia Street and Warner Avenue, as discussed in Section 3.1.4.2.3 of the Draft EIR/EIS. OCTA and Caltrans have developed design options for all of the alternatives that would remove the braided ramps between Warner Avenue and Magnolia Street on the north and/or south sides of I-405. If the design option for removal of the ramps on the south side of I-405 is incorporated into the Preferred Alternative, no acquisition or relocation of any of these properties would be required. Please see Common Response – Impacts to Businesses.

#### **Comment IBG1-2**

Discussion of the Fountain Valley Skating Center within the Final EIR/EIS has been supplemented, as applicable, with the information provided in the comment. See also Common Response – Impacts to Businesses.

#### **Comment IBG1-3**

Please see Response to Comment IBG1-2.

#### **Comment IBG1-4**

Relocation assistance would be provided if relocation of the Fountain Valley Skating Center is required. As noted in Response to Comment IBG1-1, a design option has been identified that would avoid acquisition of the Fountain Valley Skating Center. Please also see Response to Comment IBG1-1.

#### **Comment IBG1-5**

The Relocation Impact Memorandum was prepared in accordance with the Caltrans ROW manual, and data was utilized from readily available sources as cited in the Draft EIR/EIS.

Please see Response to Comment IBG1-1. Please also see Responses to Comments IBG1-2 and IBG1-3 and also Common Response – Impacts to Businesses.

**Comment IBG1-6**

The Draft EIR/EIS and the Relocation Impact Memorandum were prepared consistent with the Caltrans SER and the requirements of CEQA and NEPA. As noted in Response to Comment IBG1-1, a design option has been identified that would avoid acquisition of the Fountain Valley Skating Center. See also Common Response – Impacts to Businesses.

**Comment IBG1-7**

See Response to Comment IBG1-6.

**Comment IBG1-8**

Excess lands will be handled in accordance with Caltrans policy regarding disposal of excess lands, including Chapter 16 of the Caltrans ROW manual. Please also see Response to Comment IBG1-1.

**Comment IBG1-9**

Please see Response to Comment IBG1-1 and also Common Response – Impacts to Businesses.

**Comment IBG1-10**

Please see Response to Comment IBG1-1 and also Common Response – Impacts to Businesses. Your comment and all other comments received are included in this Final EIR/EIS and are part of the public and administrative record for the project.

**Response to Comment Letter IBG2****Comment IBG2-1**

Caltrans and OCTA thank the American Council of Engineering Companies (ACEC) for participating in the environmental process for the I-405 Improvement Project. ACEC's comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. ACEC will be notified when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Measure M Funding.

**Response to Comment Letter IBG3****Comment IBG3-1**

Caltrans and OCTA thank the Automobile Club of Southern California (AAA) for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS.

AAA will be notified when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Comment IBG3-2**

Mitigation measures are one response to environmental impacts. Excess toll revenue from the Express Lanes under Alternative 3 is not mitigation for any of the project impacts. Excess toll revenues (i.e., net revenues after all operating, maintenance, capital, debt service, and other expenditures) from the Express Lanes in Alternative 3 would be available for OCTA to expend on transportation improvements in the I-405 corridor consistent with the provisions of the California Streets and Highways Code Section 143 (j)(1). If Alternative 3 becomes the Preferred Alternative, the OCTA Board would adopt a policy regarding the use of net revenues.

Please see Common Response – Measure M Funding.

**Comment IBG3-3**

Carpools (i.e., HOVs) meeting the occupancy requirement would not be charged to use the Express Lanes in Alternative 3. With respect to a potential change in the HOV occupancy requirement, see Common Response – Opposition of Tolling. Due to the increased capacity in all of the build alternatives, traffic currently diverting to local streets to avoid congestion on I-405 is expected to divert back onto the freeway, thereby improving traffic on local streets nearby. One of the unusual characteristics of I-405 in the project area is that it is a diagonal roadway superimposed on a grid system of local arterial streets; therefore, there are essentially no local streets that run exactly parallel to I-405.

**Response to Comment Letter IBG4**

**Comment IBG4-1**

Caltrans and OCTA thank Barnard Ventures for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. Barnard Ventures will be notified when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

The proposed improvements do not encroach onto the property of the businesses at 18349 Euclid Street. Access to the site is not anticipated to be affected, and no impacts (i.e., temporary or permanent) to the existing driveway are anticipated. The proposed retaining wall limits start 35 ft from the Euclid Street curb line. In addition, the proposed project impacts along Euclid Street north of the freeway undercrossing in the area of the businesses are minimal, and it is not anticipated to impact the traffic patterns significantly during and after construction. With the

proposed new southbound on-ramp from Ellis Avenue, traffic congestion southbound on Euclid Street could be reduced as a result of a better operating intersection at the southbound I-405 ramps, hence improving traffic conditions in the vicinity of the businesses.

**Comment IBG4-2**

Based on the close proximity to I-405, the noise increase at the businesses as a result of the project is directly related to the forecasted increase in traffic along I-405 in the future. The proposed improvements stay within the existing State ROW.

The proposed widening adjacent to the referenced property will be slightly lower than existing freeway grades and elevations; therefore, visibility to the businesses would not be adversely affected from either northbound or southbound lanes.

**Comment IBG4-3**

Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter IBG5****Comment IBG5-1**

Caltrans and OCTA thank C.J. Segerstrom & Sons for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. C.J. Segerstrom & Sons will be notified when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

The distance between the southern termination of the Express Lanes and the Bristol Street off-ramp is sufficient to accommodate the number of lane changes required to access the exit. Signage will be detailed during final design and will adhere to freeway signing standards in the California Manual on Uniform Traffic Control Devices (MUTCD).

**Comment IBG5-2**

Please see Response to Comment IBGS-1.

**Comment IBG5-3**

Please see Common Response – Impacts to Businesses.

### **Response to Comment Letter IBG6**

#### **Comment IBG6-1**

Caltrans and OCTA thank the Costa Mesa Chamber of Commerce for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. The Costa Mesa Chamber of Commerce will be notified when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

### **Response to Comment Letter IBG7**

#### **Comment IBG7-1**

Caltrans and OCTA thank Elwyn California for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. Elwyn California will be notified when the Final EIR/EIS is available for review.

Other than potential for standard construction-related delays on the mainline and arterials, it is not anticipated that construction of the Preferred Alternative would affect pickup or dropoff of Elwyn California clients. Please continue to coordinate with OCTA regarding your concerns associated with ACCESS service to your facility.

### **Response to Comment Letter IBG8**

#### **Comment IBG8-1**

Caltrans and OCTA thank John Wayne Airport for participating in the environmental process for the I-405 Improvement Project and acknowledge that John Wayne Airport has no comments on the Draft EIR/EIS. John Wayne Airport will be notified when the Final EIR/EIS is available for review.

### **Response to Comment Letter IBG9**

#### **Comment IBG9-1**

Caltrans and OCTA thank the Seal Beach Chamber of Commerce for participating in the environmental process for the I-405 Improvement Project. The Seal Beach Chamber of Commerce will be notified when the Final EIR/EIS is available for review. Please see Common Responses – Almond Avenue Soundwall, Air Quality, Traffic Flow at the Orange County/Los Angeles County Line, Health Risks, and Preferred Alternative Identification.

**Comment IBG9-2**

Please see Common Response – Opposition to Tolling.

**Response to Comment Letter IBG10****Comment IBG10-1**

Caltrans and OCTA thank the South Coast Collection for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. The South Coast Collection will be notified when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Comment IBG10-2**

Please see Response to Comment IBG10-1 and Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

**Comment IBG10-3**

The 18 months described in the Draft TMP for the construction duration at the Harbor Boulevard interchange consists of all major activities, such as widening of the Harbor Boulevard Undercrossing structures on both sides of I-405. Traffic mitigation, such as overnight construction, 55-hour closures over the weekend, and ramp detours, is anticipated to minimize traffic disruption to the surrounding local businesses and residents in the area. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

**Comment IBG10-4**

Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

**Comment IBG10-5**

Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

**Comment IBG10-6**

Please see Common Response – Compensation for Construction Impacts.

**Comment IBG10-7**

Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

**Response to Comment Letter IBG11**

**Comment IBG11-1**

Caltrans and OCTA thank The Gerral Group/Seville Properties for participating in the environmental process for the I-405 Improvement Project. The Gerral Group Seville Properties will be notified when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

This page intentionally left blank.